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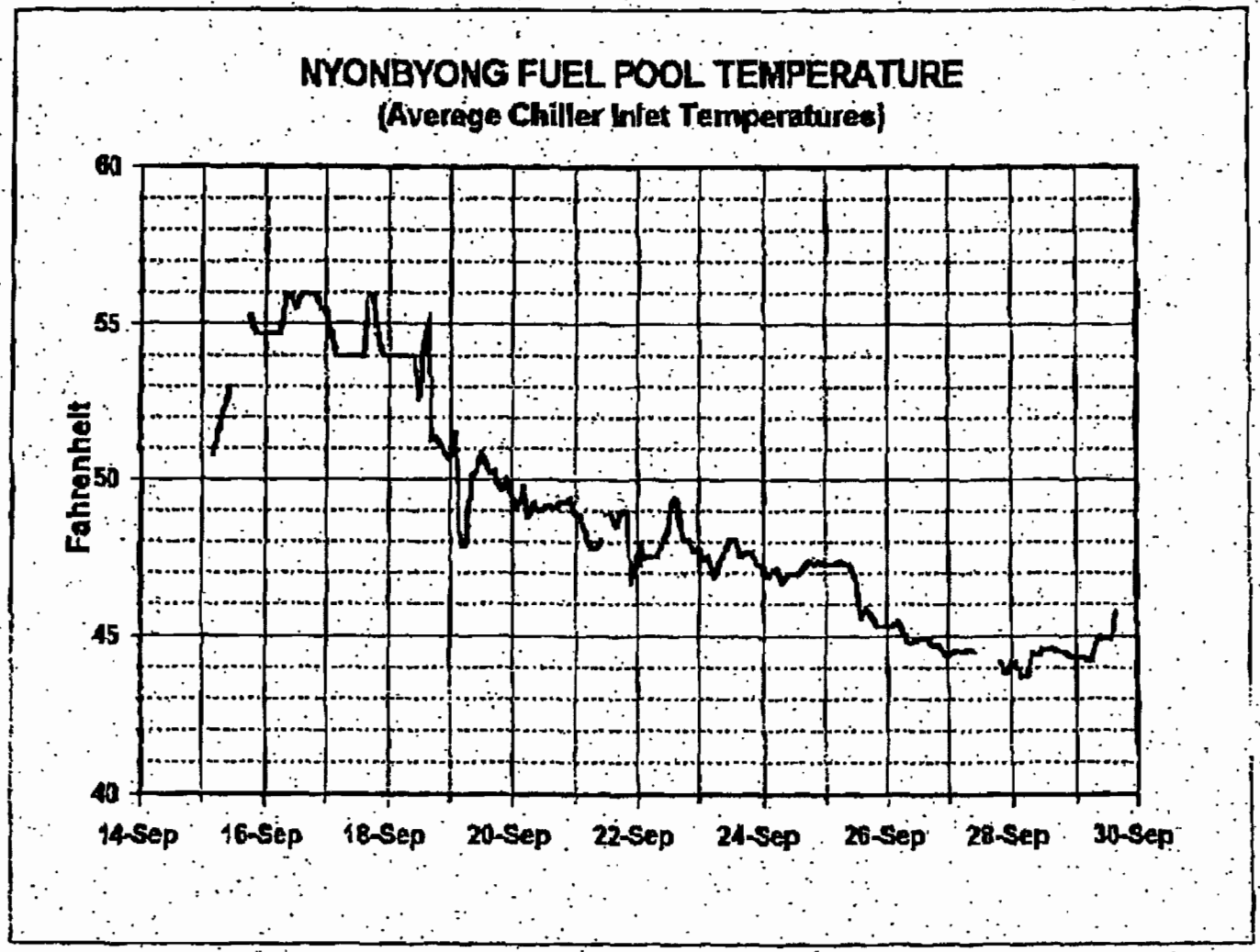

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#21

US Spent Fuel Team

To: **Cherie Fitzgerald, US DOE NN-42**
202 586 2323
From: **Ken Ames, DOE onsite monitor**
Date: **Monday, October 2, 1995**

We worked normal hours today.

Yesterday Tom Shelton and Ken Yates arrived. Winston had been unable to get his DPRK visa in Beijing and so wasn't with them. I will stay at the site until Winston arrives. The current plan is for me to go to Pyongyang Friday afternoon when Gordon Galbraith leaves. I just spoke to Winston and he now has his luggage, visa, and Air Koryo ticket.

In our meeting with the Chief Engineer, I told him that I still don't have skid sizes and other installation requirements for the boiler. Later in the morning, I called Tom Grim to see when we might get this information. He expects to be able to fax it late Monday so that we'll receive it Tuesday morning.

The shield wall was built on Sunday. The end wall of the building is roughed in and will be finished Wednesday. But the shield wall extends further than we thought it would and will complicate the re-installation of chiller 'A'. There is a gap in the wall right in front of chiller 'B', but if we try to roll chiller 'A' in through the gap, we'll run over the hoses for chiller 'B'. We will probably disconnect chiller 'B' while we replace chiller 'A' Gordon was reluctant to break hoses if there's any way to avoid it, but we reasoned that the risk of dropping chiller 'A' or damaging chiller 'B's hoses cannot be ruled out and that either one of these situations is more difficult to recover from than a small spill. Based on our earlier experience, however, we believe we can disconnect and reconnect chiller 'B' with little chance of a spill.

This afternoon we had a long meeting with the Chief Engineer, primarily to discuss fuel movement. He wanted to

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US Spent Fuel Team

#13

To: Cherie Fitzgerald, US DOE NN-42
202 586 2323
From: Ken Ames, DOE onsite monitor
Date: Wednesday, October 4, 1995

We worked normal hours today.

Winston arrived as expected, much to my relief.

In our morning meeting, I presented the Chief Engineer with the boiler information which finally arrived by fax at the guest house this morning. He was very pleased to finally have it, but after studying it for awhile, he had some questions. I agreed to fax his questions back to the U.S. at lunch time. Here are the questions:

1. What are the weights of the skids? It appears that the boiler itself and the feedwater skid are shipped separately. Could we get a length for each?
2. Are there any foundation requirements and are any skids or tanks to be elevated or mounted below floor level? The Chief Engineer would like an elevation drawing of each skid.
3. In general, it would be good to have a list of components on each skid. For the heat exchanger skid especially, I assume it includes the heat exchanger and the pump. Will the pump require a transformer and if it does, will that be on the heat exchanger skid?
4. We need electrical requirements for all the equipment, both startup and steady state. Will transformers be required and if so, where will they be mounted?
5. For the heavy oil heater, where is the fuel inlet pipe and what size is it?
6. Will there be a filter for the heavy fuel oil or for the combustion air? If so, what are the specs on the replacement elements?
7. Will the water softener be mounted on the feedwater skid?
8. Is the layout of the skids set by interconnecting piping that will be supplied or will piping be made up at the site?
9. Is the hotwell the same as the feedwater tank? If it isn't, what is its function?

The Chief Engineer also talked about his proposal to connect the four ventilators to the CenTec electrical skid. He asked Gordon to think about it for awhile and then give an answer. Gordon replied that the Chief Engineer's proposal looked workable, but it would put the 110v transformer right to its limit. In addition, it will probably not leave enough reserve capacity from the 380/460 transformer. They agreed to discuss it more later. I think the resolution will be to run only two ventilators, at least until summer comes again. Soon we may not want to run any ventilators.

Tom Shelton asked to see the gripper, as agreed yesterday, and was admonished to be patient. He was told he'd see it tomorrow. Later, our interpreter said that fuel movement might start on Friday. I asked to get my pass extended so that I could go the site Friday morning to see this, but was told that it was impossible.

We were told today that the October 10 holiday will last two days, the 10th and 11th. No work will be done at the site either day.

Gordon and Al have done more unpacking and organizing in the lab. One of the things they unpacked is an electrical radiant heater that goes on a stand. We hooked it up in the office and didn't blow a fuse or anything. And the heat felt great—Gordon almost re-upped! But the glass tube is broken at the end and there's a danger that if the heater is bumped, the wire running down the center of the tube could cause a short. It'd be a good idea to get a replacement tube. Even with this mild weather, the office is cold place to sit and work. Anyone coming from now on should probably bring long underwear, especially if they're going to do any office work.

US Spent Fuel Team (DOE) Weekly Summaries